

WOODEN FLEET GETS START ON ATLANTIC

Miss Phyllis Hughes Christens the Coyote at Newark Launching.

PACIFIC COAST WAGER

Western Builders With \$10,000 Challenge Eastern Speed and Ability.

The low lying waters of the Passaic River at Newark yesterday a great brown hull, deep bellied and redolent with the smell of pine, oakum and new paint, slid from its greasy ways, dipped gracefully as it shed its tangle of block-ropes, and emitted lightly at its teller-ropes. From temporary spurs, bow to stern, the naval flags of the nations made a bright fringe and the afternoon light lent the color of a picture to the sea ship.

It was a pretty sight for the purely technical eyes of the builders, besides those of the 200 onlookers, including Miss Phyllis Hughes, daughter of the late Senator William Hughes of New Jersey, who came to the launching. Two workmen who had remained under the stern to look to remove the wedges were in peril of their lives and both went into the water, but they scrambled back to the ways without hesitation.

With the launching of the Coyote, a 200-ton cargo ship, the first of the Emergency Fleet Corporation's wooden hulls to go into service on the Atlantic seaboard, rivalry of Eastern and Pacific coast builders has begun. Eleven wooden ships have been put over the ways at various shipyards around the Pacific coast line, and the balance so far is in favor of the Pacific coast shipbuilders. Whether that supremacy is to last depends on the seriousness with which the workmen on eastern plants regard the wager of \$10,000 put up by builders at Tacoma, Wash.

Asks Workmen to Take Wager.
James O. Hayworth, manager of the division of wooden hull construction for the United States Shipping Board, made the wager known and invited the Foundation Company workmen who produced the Coyote to take it up. The wager is to be open for twenty days and covers a period of production lasting until October 31.

The Grant-Smith-Porter Company, which at Tacoma contend that they have already set the pace for the construction of wooden ships on the Pacific coast and the United States for the Emergency Fleet Corporation, their \$10,000 is put up to prove that they will continue to lead all shipyards in speed, efficiency and quality, and they will leave it to the Shipping Board to decide the bet. They expect to turn out one ship every twelve days.

"I can do nothing but hand this on to the ship workers," Mr. Hayworth said. "But I hope that the wager will be accepted. I want to congratulate District Supervisor W. G. Hudson for his successful launching without accident this afternoon. It is a notable achievement that is recognized in Washington."

The Coyote's keel was laid in September. In explaining the delay in launching, Mr. Hayworth said that shipyards all along the Atlantic seaboard have been held up for months by shortage of lumber.

Through November, December and January work on this ship was delayed because the lumber did not come from the South. Mr. Hayworth said that the lumber situation has operated to hold up launches in most of the other yards. It finally became so bad that it was necessary to appoint a lumber administrator for the Shipping Board. John H. Kirby of Houston, Tex., was named for this work last Saturday.

There is plenty of yellow pine in the South, but it is not easy to get to the woods and shipped. All the lumber dealers in the South have been eager to ship, but everybody rushed at the job at the same time, and long delays occurred. We have about 80,000,000 board feet set to sail, and we expect to get it out now at the rate of 1,000,000 feet a day."

"Too Much Patriotism" Blamed.
J. N. Price, a naval architect of the Shipping Board, said that the delay in launching was due to "too much patriotism," and that confusion had resulted. "The plans for Ferris type ships had to be changed to permit the use of western timber," he said.

Probably few ships have been as thoroughly christened as was the Coyote. Miss Hughes, who stood for a half hour close to the brown iron nose of the big hull while extra steam was forced through the jets in preparation for the christening, was the first to christen the ship.

She did not have a second to spare. She held the christening bottle firmly in her hand and sent it forth with the uttermost precision. The champagne splashed on the draft mark "13" and bubbled its way into the timbers. Not a drop reached the ground.

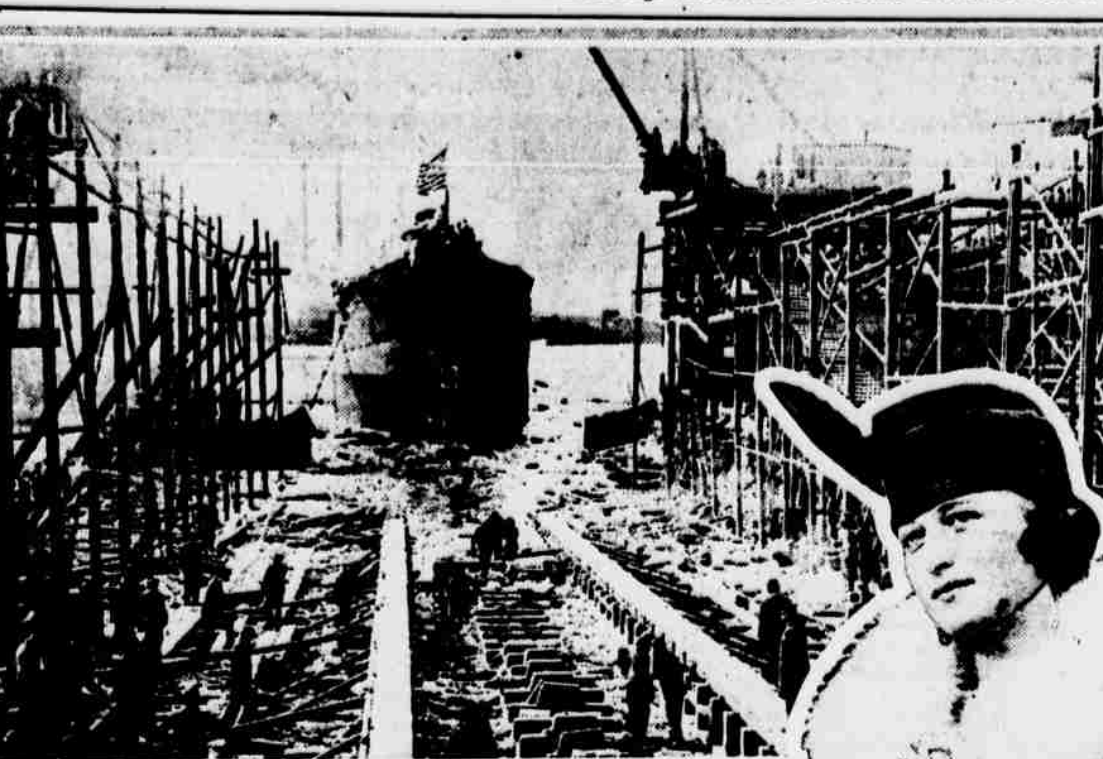
With Miss Hughes were her mother, Mrs. T. W. Stubbfield, wife of a Washington banker, and Mrs. Kathryn H. Smith, sister of Mrs. Hughes. Other guests were Mrs. James H. Beale, wife of the Shipping Board official; President Underwood of the Erie Railroad, Thomas G. Lathrop of the New Jersey Public Service Corporation, Mrs. W. G. Hudson, wife of District Supervisor Hudson of New York, and District Judge Suter of New York City.

A company of regular army soldiers under Capt. William Graham was drawn up facing the ship's prow and presented arms as the Newark police band played the national anthem when the ship started down the ways.

Engines will be installed in the Coyote within four or five weeks, it is expected, and the ship will be ready for commissioning afterward. The next launching will take place before the end of March.

The Coyote is of the Ferris type, 281 feet over all, and will have engines of 1,000-horsepower, triple expansion, capable of developing 10 knots. The Foundation Company placed contracts for the construction of this type with twenty-three shipbuilding companies on the Atlantic coast. The company is under contract to deliver nine 2,500-ton cargo steamships, four 2,800-ton hulls of this type, four 1,200-ton hulls, and four 1,200-ton hulls, and forty-five masted auxiliary steamships. It has plants on the Pacific coast.

The Coyote Launched Without Mishap in the Passaic at Newark



The upper picture shows the vessel after she had slid from the ways in the presence of a large crowd. Below is Miss Phyllis Hughes with the bottle of champagne used in christening the vessel.

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ENGINEERS POINT OUT PORT NEEDS

Cooperation of Public and Private Interests Essential.

Those critics who have advanced the opinion that New York as a terminal port has not met the emergency requirements of war, and that on account of the peculiarities of its topographical structure it must in time give place in shipping importance to some other city on the Atlantic seaboard, were refuted last night by the assurances of a dozen practical engineers who declared that New York's waterfront is capable of almost indefinite development and improvement.

The New York section of the American Society of Mechanical Engineers met to discuss the city's terminal facilities last night and listened, among other speakers, to R. M. Croson, Jr., consulting engineer to the New Jersey Board of Commerce and Transportation; W. J. Barney, secretary to the American Association of Port Authorities; A. M. Pouch, president of the Borough Terminal Company of Staten Island; George H. Deane, president of the Heavy Haulage Company; and Ira Place, vice-president of the New York Central Railroad.

Mr. Barney illustrated his discourse by a series of lantern slides, in which he showed the number of terminal plants and devices already existing on the city's waterfront and showed how many more that have never been thought of as feasible and likely to come into being with the city's growth.

He went into the problems of shore side or marginal railroad tracks along Manhattan's waterfront, the building of Hudson River bridges and tunnels and the construction of great union terminals at points just outside the city, and declared that from an engineering standpoint there was nothing in the way of any of them, and that they would come into being as the city's needs and interests combined to create them.

Mr. Pouch expressed himself as frankly in favor of government owned terminals, and so did Mr. Croson, the latter reminding his hearers also that the motor truck was just coming into its own as a relief agent for the railroads and steamships.

NEW PLAN FOR FREIGHT.

Direct Deliveries Suggested to Increase Terminal Facilities.

With the object of formulating a plan by which railroad freight shall be delivered at the doors of consignees in New York and other nearby cities, representatives of the Public Service Commission, the Interstate Commerce Commission and the Public Utilities Commission of New Jersey conferred yesterday with twenty-six representatives of railroads and trucking companies.

The conference will continue daily until a definite plan is worked out, and when a plan is ready it will be submitted to William G. McAdoo, Director General of Railroads.

Commissioner James S. Harlan of the Interstate Commerce Commission said after yesterday's meeting:

"The time has now come when the great and vital importance of New York city in the war is such as to require a radical change in the methods of freight handling and warehousing, so that the maximum efficiency may be got out of the railroad terminal facilities leading to this port. I am very hopeful that shippers will cooperate with the freight without the necessity of its being taken to warehouses, and am assured of the cooperation of the railroads and team owners."

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RED CROSS SCOPE INCREASED BY WAR

New Function Will Be to Guard American Soldiers' Property Interests.

Paris, March 19.—The purpose of the Red Cross is to supply the American fighters with moral help and sympathy and other things which money cannot buy, Henry P. Davidson, chairman of the American Red Cross War Council, today told the Associated Press.

Mr. Davidson laid stress upon the fact that the United States is trying to care for the men at the front, but is confiding its efforts largely to money and the material comfort of the soldiers and their families.

"We have come here to see if there are things that can be done and which have not been done that would help the efficiency of our soldiers," he said. "Before we can take our place in the front lines in such strength as can be expected from a nation as potentially powerful as our own we want to help the morale of our allied friends by close cooperation and other services. Our presence here is for the purpose of showing our allies that we want to play the game at points just outside the city, and game that can be played honestly to help the one big game to a successful finish."

Mr. Davidson pointed out that a large percentage of the American soldiers are property owners in America and that most of them left so hurriedly there was no time for them to transfer their property or take such measures as securing the appointment of guardians, many of them greatly worried over the taking care of mortgages, the payment of taxes and possible legal procedures that might be necessary.

"The Red Cross," continued Mr. Davidson, "has organized a service especially to look after such cases. The property of our boys will be looked after as if they were there."

The French press is unanimous in expressions of gratitude and praise for the admirable work performed by the American Red Cross on Friday, following the explosion at La Courneuve.

Washington, March 19.—An aid rescue service is now part of the regular activities of the American Red Cross in Paris. A cablegram received today from Major James H. Perkins, American Red Cross Commissioner to Europe, says ambulances and rescue parties are on duty nightly and through cooperation with the police respond to all calls.

The workers are equipped with gas masks and helmets.

SENATOR CHAMBERLAIN BACK.

Indicates Approval of Overman Bill, but Suggests Changes.

Special Dispatch to The Sun.

WASHINGTON, March 19.—Senator George S. Chamberlain (Oregon) returned to the Capitol today refreshed by his week at the seashore and completely restored in health after his serious surgical operation of a month ago.

The Oregon Senator indicated that he would support the Overman bill in general terms. But he noted that, into it would be worked some of the practical and direct proposals of the war cabinet bill and the bill to organize a bureau of trains.

Trains Men as Army Engineers.
Boston, March 19.—Plans to train men registered in Class 1A under the draft law so that they may be fitted for service in engineer regiments were announced today by Wentworth Institute, with the approval of the War Department.

A twelve weeks course will be given. The students also will be taught machine gun emplacement and repairing.

Ruthless Waste.
Farmers in Florida haven't been getting more than 25 per cent. of their growing expenses," Mr. Hutches said at the headquarters of the Federal Food Board after he had lodged his complaint with Cyrus C. Miller, director of the bureau of transportation and distribution.

"They have had a particularly hard time with their shipments this winter, and knowing that railroads have been having their difficulties we blamed our losses on transportation. Things didn't get much better and I came to New York myself to see if I could find out what the trouble was. I believe I have found out what is happening. There is malicious destruction on Pier 23, where most of the Florida produce comes in. Thousands of dollars worth of stuff which arrives in good condition is ruined by the reckless handling of the men employed by the railroad company. Slats are torn off crates, crates are smashed and the stuff is allowed to remain a long time in a pile before it is carted off in wheelbarrows and an attempt is made to recreate it. These crates have been costing us from 15 to 17 cents apiece too."

Of believe transportation conditions on this dock are responsible alone for our condition this year. It costs \$500 to grow an acre of celery. We have got to stop growing the stuff unless things change. If you lose \$3,000 on ten acres of celery, as I have this year, you can see how anxious I will be to plant next year. I hadn't the slightest idea that these conditions existed until I came here and saw them myself. Just why they should exist is beyond me."

PRODUCE WASTE ENRAGES FARMER

Hutches, Here From Florida to Investigate Loss, Finds Deplorable Condition.

SENT BY 100 GROWERS

Sees Crates Smashed and Vegetables Spoiled at North River Pier.

Carl C. Hutches, a farmer of Bradenton, Manatee county, Florida, has been spending the week in our midst. He was indignant when he arrived and his indignation has mounted each succeeding day. Last night he was "mad clean down to the boots" and there were signs that several officials engaged in food conservation were being inoculated with indignation germs.

Mr. Hutches came here as the representative of about 100 Manatee county farmers, who asked him to find out why it was that New York commission men to whom they had consigned produce reported that such a big percentage of it arrived in bad condition or was spoiled altogether and couldn't be marketed. He assumed a Sten man last evening that he believed he had solved the riddle, at least in part.

"The reason for it," he said, "from what I have seen, is malicious destruction. And I'll be ogged if I can swallow this maliciousness and such longer."

Most of the celery, turnips, cauliflower and other Florida vegetables received in this city from Florida between January 1 and May 1, arrives at the Pennsylvania Railroad pier 23 on the North River, where the produce is unloaded by employers of the railroad and turned over to the consignees. Commission men sell it in the open market and make their returns to the shippers less commission fees.

Little Care at Pier 23.
It was to Pier 23 that Mr. Hutches took Dr. Jonathan C. Day, City Commissioner of Public Markets yesterday, and what he saw riled him just as much as it did the man from Florida.

"There were two dozen cars, principally loaded with celery, cauliflower and turnips on the pier," Mr. Day said, "and freight handlers were unloading them. Men with longshoremen's hooks would reach up, haul down a case and it would crash to the floor, the case bursting open. Fine, fresh produce would roll out in the passage way. Truck wheels would roll over them and horses would trample on them. It was a ruthless destruction of good food. It was apparent there was little care in the handling of the stuff and large quantities of produce were scattered about, or made unfit or partially unfit for the market, as I looked on."

"A small boy put a head of something in a bag and started to walk off with it. To show how efficient everything was a policeman started after the boy, who was looking for food, and no attention was paid to the horses and wagons as they crushed piles of produce. Apparently no attempt was made to destroy the packages I saw broken."

"This destruction of food on a large scale has got to stop. I am going to get action if I can possibly get it. It is all wrong to ask the farmers of the South to be patriotic and raise more stuff and then permit anybody to destroy it after it arrives here in good condition."

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Low Grade Labor Responsible.
Mr. Hutches said he understood the Pennsylvania Railroad is having a hard time to get labor. The men employed to unload stuff on the pier, he said, were not so good as the freight handlers on other piers and he was sure "the help was poor and of low grade."

The Pennsylvania announced several months ago that it planned to deliver potatoes and other produce to receivers in its Jersey City yards. New York receivers objected to doing away with Pier 23 as a distributing point and complained to the Federal Food Board that the proposed change would work a hardship and add to the cost to the consumer.

An ordinance was introduced yesterday at a meeting of the Board of Aldermen at the request of the Department of Health providing that no person, firm or corporation shall willfully waste or destroy or cause, suffer or allow to be willfully wasted or destroyed any whole or some food fit for human consumption. The term "food" includes meats, pork, fowl, vegetables, bread and rolls. The penalty for violation is a fine of \$50 or ten days imprisonment, or both.

WOMEN IN ENGLAND TO ENTER LAW SOON
House of Lords Passes Solicitors Bill on Third Reading.

LONDON, March 19.—Still another forward step in the enfranchisement and emancipation of the women of England was taken today when the House of Lords passed, on third reading, the bill permitting women to be solicitors. England's new electoral reform measure not only gives the ballot to women but enfranchises a large number of males who previously were disqualified.

It is the most sweeping bill of the sort in British history. The number of voters will be increased virtually from 8,000,000 to 16,000,000, or perhaps more.

The men voters will be in a substantial majority for several reasons. The first is that the qualifying age for men is 21, or if serving in the army or navy, 19; while no woman under 30 is admitted on any ground. In the second place, there will be plural voting, and although both men and women are restricted to not more than two votes each, there will be far more men than women to qualify as twice voters.

A woman may have two votes only if she is a university graduate, in which case she has a vote in her home district and also a vote for her university constituency. A man may have two votes under the same conditions, but he also may have two votes if he is a business property owner in another district than his home.

The wives of twice voters will be potent factors of uncertainty on election day, for they are permitted to select which of their husbands' constituencies they will vote in, and they need not announce this selection beforehand.

As a check on bogus and bogus candidates, every candidate must deposit £50, which is forfeited to the government if he does not receive an eighth of the votes polled.

More Pay for Phone Employees.
Providence, R. I., March 19.—Between 300 and 350 operators and other employees of the Providence Telephone Company were granted pay increases of \$1 a week today. The action here is in line with wage increases granted in Massachusetts cities by the New England Telephone and Telegraph Company, which controls the Providence company.

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Stationary Engineers Wanted.
From the headquarters of the United States Marine Corps a call was sent out for fifty stationary engineers holding first class licenses for service in the corps. Those desiring to answer this call can make application to Lieut. Garner at the Navy Recruiting Station, 24 East Twenty-third street. The men accepted will be ordered at once to the Marine Barracks at Philadelphia.

MYERS UPHOLDS WAR CASUALTY GAG RULE
Senator Blocks Consideration of Resolution of Inquiry.

Special Dispatch to The Sun.

WASHINGTON, March 19.—Senator Myers' resolution calling on the War Department to explain its order suppressing all details of casualties at the fighting front, except the actual name of the killed, wounded or missing soldier, which has been lying on the Vice-President's table for more than a week, was again blocked from consideration by the Senate today on objection of Senator Myers (Montana).

The adoption of the resolution today would have required the unanimous consent of all Senators present, and when Senator Myers interposed his objection Senator Townsend (Michigan) pleaded with him to withdraw it.

"This is a serious matter," said Senator Townsend. "The resolution only calls for an explanation, which the Senate should have. Every member of this body is receiving letters about it from all over the country."

"I am opposed to the resolution," replied Senator Myers, who always resents with vigor any attempt to question any administrative act of the government. "I think it is about time that the War Department may do something or other that is not subjected to criticism by Congress and the Senate Committee on Military Affairs."

Senator New will renew his effort to bring about consideration of the resolution tomorrow. Once the time has passed during which an individual objection can halt its enactment it is known that the resolution will have plain sailing in the Senate, as the number of supporting Democrats is large and the Republicans stand solidly for it.

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Lord Salisbury is inevitable

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In contrast is the action of a young man and woman, who were each given \$150,000 under their father's will. Within two years the son had entirely dissipated his share. Since he had not been educated to support himself, he is now dependent on relatives and is exceedingly unhappy. Much of his sister's money has also melted away and the remainder is being used and controlled by her husband.

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